

## Prices and Prospects.

**COKE CONTRACTS FOR 1916 BEING MADE  
AT FLAT PRICES OF FROM \$2.25 TO \$2.35**

**125,000 to 150,000 Tons  
Written Up at Those  
Figures, but**

## OVER HALF CONTRACTS OPEN

**Sliding Scale Contracts Slide Out.  
Balance of Coke Being Held for  
\$2.50 by Operators Not Anxious.  
Spot Coke Advances to \$2 a Ton.**

**Special to The Weekly Courier.**  
**PITTSBURGH, Oct. 15.**—The furnace coke contracting movement for 1916 delivery is proceeding steadily, without much excitement and with market prices quite well established. The latest important business closed is that of the Carnegie Steel Company, 18,000 tons a month, at \$10.00 a ton on a flat price. This is understood to have been taken by a Pittsburgh selling interest, the coke for the steel company's other furnace being furnished by a contract made last July, to run for eleven months from July 1. This contract was understood to be held by a Connellville interest with headquarters in New York.

The total amount of furnace coke placed under contract on this movement, in four or five weeks, is now between 125,000 and 150,000 tons a week. It is less than more than half the business that was taken care of this year is now taken care of. While at the outset the negotiations were chiefly on the basis of sliding scale contracts, the business of the past fortnight has been chiefly at flat prices. It is doubtful whether the business has generally been done at a price of \$2.35, while for delivery over the whole year \$2.25 has been done in a number of instances. There remain operators who believe they should obtain a price for their delivery, but there remains tonnage which is being sold at lower figures, though not in all instances of the best quality.

While a week or two ago there was a question among operators whether prices ought to be lower or higher for the first half of the year than the market developments have now pretty well settled that question. When operators make different quotations for the two periods they usually quote slightly lower for the longer period. It is not clear whether the sliding scale contract for the year at \$2.35 is fully as desirable as a contract at \$2.35 for six months. In the case of sliding scale contracts no difference appears to have been made in any quotations between the half year and the whole year. It is not clear whether this is in view of the fact that the average observer would expect pig iron to rule higher in the second half of the year than in the first half, so that a sliding scale contract might produce better cover prices for the second half than for the first half, whereas in the case of flat price contracts the divergence is in the other direction.

Further furnace coke has undergone a prompt stiffening in the past week, on account of scarcity rather than on account of heavier demand, as consumers who were not covered on semi-annual contracts had already covered by short period contracts, so as to avoid being caught around holiday time. The market is especially so for furnace coke in the market last week. On this week there is scarcely any, certainly none that cannot readily be absorbed. While small lots of strictly spot coke might be picked up at \$1.85 there is nothing like a regular supply at this figure, and as high as \$2.00 is quoted for prompt delivery, so that the market must be said to have advanced about 10 cents a ton in a week. With contract coke going at slightly lower figures than were expected a month ago, spot and contract prices are moving towards each other, and with labor becoming decidedly scarce and bad weather approaching there may be a considerable rise in the price of furnace coke being bid at higher figures than now obtain on contracts for first half or all of next year.

Demand for foundry coke is rather moderate, having improved only slightly in the past few weeks. While buyers are ready to cover, their requirements are not as heavy as was expected. The market as a whole is quiet, the following quotations being representative of the market as follows:

Pompey, Furnace, first half	\$1.90	\$2.30
Pompey, Nov-Dec	\$1.90	\$2.25
Pompey, first half	\$2.30	\$2.50
Pompey, year 1910	\$2.30	\$2.35
Contract foundry	\$2.40	\$2.60

The pig iron market has become even quieter than it was a week or two weeks ago. The furnaces that lately went into blast are reported to be somewhat indifferently sold up for the present. The market for pig iron seems to be well covered on pig-dry for this year. In basic iron there are reports of slight irregularities from the regularly accepted market price. Buyers are apt to take counsel of each other's movements, one buying when another is ready to sell, and the same buying when no example is set. Thus the pig iron market, after a rather steady and somewhat excited advance, has lately reached a level stage and a fresh buying movement will be necessary to arouse it to full activity. The market is not so illiquid on the subject of alluding scale coke contracts that have been closed the settling price for the coke would be \$2.15, should basic pig iron stay just where it is.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING OCT. 9, 1915.				WEEK ENDING OCTOBER 2, 1915.			
DISTRICT.	Ovens.	ln.	Out.	Tonn.	Ovens.	ln.	Out.	Tonn.
Connellsville.....	21,540	10,278	3,162	222,837	21,540	10,378	5,162	217,21
Lower Connellsville.....	17,428	17,282	4,116	101,887	17,428	13,958	1,372	180,33
Totals.....	38,968	29,660	9,368	117,724	38,968	29,434	9,531	397,55
TURNACE OVENS.								
Connellsville.....	17,436	13,688	3,718	187,022	17,436	13,688	3,718	181,43
Lower Connellsville.....	5,552	4,770	776	63,123	5,552	4,775	777	59,00
Totals.....	22,988	18,458	4,524	252,145	22,988	18,463	4,525	210,42
MERCHANT OVENS.								
Connellsville.....	4,164	2,680	1,314	35,815	4,164	2,690	1,411	35,81
Lower Connellsville.....	11,876	8,506	3,370	120,781	11,876	8,281	3,595	121,35
Totals.....	15,980	11,196	4,781	165,579	15,980	10,971	5,000	157,16
SHIPMENTS.								
	WEEK ENDING OCT. 9, 1915.				WEEK ENDING OCTOBER 2, 1915.			
To Pittsburg.....			1,237	Cars.			3,705	Cars.
To Points West of Pittsburg.....			3,367	Cars.			5,750	Cars.
To Points East of the Region.....			1,129	Cars.			1,129	Cars.
Totals.....			11,322	Cars.			10,671	Cars.

## A RUNAWAY MARKET IN THE STEEL AND IRON BUSINESS

**One of the Possibilities Pre-  
sented by an Iron  
Trade Paper.**

## ITS EFFECT ON COKE TRADE

### Conditions Which Should Make the Merchant Operators Pause Before Making 1918 Coke Contracts at Prices Now Under Consideration.

Connellsville coke operators have hesitated to sell their 1916 coke at the prices offered, which have averaged \$6.25 per ton. It is reported that something over 125,000 tons per month have been sold, but that operators are holding the remainder for higher prices. The limit set being \$26.00 per ton, much of the coke region are now producing something like 700,000 tons per month, so that the sales already made constitute a relatively small percentage of their product. They will be wise to act tight and wait. The market is apparently coming their way. Some of the more conservative element in the coke trade predicted \$5 a coke before the summer was ended and even among conservative operators there was a feeling that coke might take on a sudden and serious advance. There seems to be no longer prospect of such a boom in coke right now than there ever was before, due to the fact that the industrial world is threatened with a runaway steel market. Concerning this possibility, the American Metal Market says:

"The possibility of a runaway steel market suggested tentatively in a few quarters weeks ago, is now a common subject of talk. A runaway means 1909. The strong sustained movement of 1906-07 was not a runaway but constituted all in all the most important and profitable period of the trade ever enjoyed. The movement of 1912 was a major movement, but it was affected all rather a flimsy affair and could not possibly be called a runaway. The movement of 1913 was more substantial. It carried prices to about the same level as in 1912, but in a slightly larger range as startling prices were lower, and it lasted somewhat longer than the movement of 1909.

"A runaway means that price relations are forgotten in a rush for material and producers abandon efforts to maintain prices at a level that will insure permanence, letting matters drift until they are out of control. As they can get out of the situation as soon as they can. In 1899 the runaway was in everything. Demand outran supply all along the line so that all prices advanced. There had been a four or five year depression, in which a few plants had been more or less active. As to a considerable part of the productive capacity costs were fairly uniform, but there were many plants where costs were high and in which the selling price was a fancy price had to be offered. Conditions now are quite different. There is no large percentage of the productive capacity, in any department of the general iron and steel trade, in which the cost is very high. There are the very best plants. Nearly everybody has been in the race right along, even though not fully productive. In 1897 and 1898 that was not the case. There is now less flexibility and less room for error. It comes there more suddenly. It comes there will be more money made. In 1899 many old plants were refurbished, at considerable expense and did not enjoy high prices long enough to re-

"The condition has already been clearly disclosed that steel making capacity is smaller, relatively, than pig iron or coke making capacity or steel finishing capacity. In the event of a runaway, therefore, we may expect billets to be the most conspicuous, with the various finished steel products advancing rather uniformly, and pig iron and coke lagging behind.

### Production and Output.

## THE COKE OUTPUT JUMPS 20,000 TONS AND REACHES 418,000 TONS WEEKLY

## COKE FREIGHT RATES

Baltimore	\$1.80
Buffalo	1.87
Canton	1.40
Chicago	1.90
Cincinnati	1.90
Columbus	1.90
Detroit	2.10
East St. Louis	2.40
Kent	1.65
Harbington	1.70
Joliet	2.30
Louisville	2.30
Milwaukee	2.57
New York	2.60
Pittsburgh	2.05
Port Henry, N. Y.	1.85
Reading	1.85
Richmond, Va.	2.04
St. Bethlehem	2.00
Swanland	2.04
Toledo	1.29
Wheeling	1.29
Wilmington	1.29

**Which is Better Than the  
Best Quarterly Average  
of 1913.**

## MERCHANT PRODUCTION RISING

**With 70% of Its Ovens Fired Up;  
Labor Problem Becoming Serious;  
Cars Sufficient, But No Surplus;  
Six Days the Running Order Now.**

The Connelville coke train took on its fourth last week which carried it far beyond the goal of 400,000 tons weekly toward which it has been gravitating for upwards of two months past. An increase of 20,000 tons in both production and shipments made a total of 410,000 tons which was the greatest since the first quarter of 1913 when the average was 410,000 tons and the maximum 415,000 tons. The merchant production for the first quarter of 1913 averaged 465,000 tons per week with 50% in the first operation, which is to say a practically full operation. The total number of merchant ovens at that time was only 18,500 as against 25,500 in the present. While the merchant output is now approximately 1/3 that of the best year, the total volume of trade was 20,000,000 tons; it is still considerably short of capacity, but 70% of the merchant ovens being in operation. With these operating 70% capacity merchant production will be approximately 200,000 tons weekly, carrying the production of the region to 450,000 tons weekly if the furnace ovens are speeded up no further. The latter are now operating to 80% capacity as against 82% during the first quarter of 1913. Under present conditions they may increase this percentage.

But all increases in production must depend, not only upon demand but also upon the ability of the operators to supply it. This ability threatens to be inadequate in the inefficient labor. Complaints on this score are already heard. These are sporadic. They indicate rather that there is a sufficient number of workmen but that they are not sufficiently industrious. The coal operators, however, and the Merchant operators have not given the labor question much serious thought. They have been more interested in coke demand and prices. The Furnace interest, not having the price problem to deal with, has been busy with the question of the world for miners, and it has been fairly successful.

## THE UPPER CONNELLSVILLE AND GREENSBURG REGIONS

### Encounter Slump in Trade Which Puts Them Back to 10,000 Tons Output Weekly.

The Upper Connelleville and Greensburg Connelleville regions ran into a slump in business which set them back some 4,000 tons, reducing their output to 46,000 tons per week. The loss seems to have been in the Greensburg district and the coal was distributed to both eastern and western markets. The movement is temporary in character and recovery in the near future is expected. The shipments from these districts during the week ending Saturday, October 8th were as follows:

District	East	West	Total
Upper Conn. ....	6,195	17,460	23,651
Greensburg ....	1,470	3,745	5,215
<b>Totals</b> .....	<b>7,665</b>	<b>21,205</b>	<b>28,874</b>

The weekly output of the Upper Cannelville and Greensburg Cannel- lites regions for 1916 is shown in the annexed tabulation:			
Week	Total	West	Total
Jan. 2	17,530	15,472	21,208
Jan. 9	16,877	15,253	31,120
Jan. 16	11,255	10,650	30,741
Jan. 23	12,500	11,000	30,741
Jan. 30	12,788	18,704	22,482
Feb. 6	15,101	17,380	30,080
Feb. 13	16,177	18,600	34,457
Feb. 20	15,000	17,380	30,080
Feb. 27	15,100	18,000	31,013
Mar. 6	15,938	16,937	26,075
Mar. 13	16,211	20,017	37,121
Mar. 20	15,000	17,380	30,080
Mar. 27	15,780	19,000	35,480
Apr. 3	15,280	21,922	37,202
Apr. 10	11,111	21,120	35,248
Apr. 17	15,000	17,380	30,080
Apr. 24	13,521	21,127	31,078
May 1	12,400	22,130	34,812
May 8	17,342	21,987	30,720
May 15	15,000	17,380	30,080
May 22	14,016	22,120	37,681
May 29	11,815	20,920	35,633
June 5	15,942	21,937	38,761
June 12	11,777	21,711	30,741
June 19	15,000	22,130	30,080
June 26	15,716	21,911	39,309
July 3	10,472	21,287	40,650
July 10	15,000	21,987	30,080
July 17	17,000	24,120	42,007
July 24	18,880	24,887	45,505
July 31	18,000	26,770	45,322
Aug. 7	15,000	27,510	40,080
Aug. 14	16,632	27,758	47,724
Aug. 21	10,474	27,754	42,100
Aug. 28	17,002	27,311	42,005
Sept. 4	15,000	27,380	40,080
Sept. 11	10,080	24,202	14,978
Sept. 18	15,826	27,116	12,081
Sept. 25	18,265	27,310	45,711
Oct. 2	15,000	27,380	40,080
Oct. 9	15,884	24,711	49,065

Following are the aggregate average weekly shipments from these districts by quarters for 1914 for purposes of comparison.

Quarter.	East.	West.	Total.
First .....	16,770	22,087	38,857
Second .....	17,490	21,890	39,380
Third .....	17,045	19,532	36,577
Fourth .....	16,610	14,715	30,324

LOTS OF STACKS IN.

**Carnegie Steel Company Is Blowing  
48 of Its 59 Furnaces.**

The Carnegie Steel Company has 48 of its 55 blast furnaces in operation, the largest number since 1913. Officials say they are getting a higher production rate from these 48 blast furnaces than they were getting from the 55 furnaces owing to improvements and enlargements to blast furnaces already in service.

In the Valleys four blast furnaces are either blowing in or will within a short time be able for increasing plant iron demand. The West Conn. plant, where the company is completing a new blast furnace, and is preparing to enlarge its steel works there, is to the extent of \$4,000,000. In every portion of the Pittsburgh district, steel producing capacity is being increased.

**NO MERGER PLANS.**

**Youngstown Sheet & Tube Not Inter-  
ested in Deals.**

Directors of the Youngstown Sheet & Tube Company say no proposition has been made to that corporation to join any combination of independent steel companies.

They discredit the rumor that such a combination is being planned by heads of Cambria Steel Company, Lackawanna Steel Company, Youngstown Sheet & Tube Company and Pickands, Mather & Company interests, which control steel works at Cleveland and Canton as well as large blast furnace interests in the Cleveland district.

**Large Pig Iron Sale.**  
The Gloss-Sheffield Steel & Iron Company has just closed a sale for 35,000 tons of Southern pig iron at \$12.50 per ton.

**PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING,  
UNIONTOWN, PA.**



**American Metal Market Explains Why Competing Concerns Could be Used to Advantage of Bethlehem Steel Company: Shipbuilding Trade Brisk.**

**Car Shortage on C. & O.**  
Officials of the Chesapeake & Ohio are concerned over a car shortage which threatens to affect West Virginia's coal industry.

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PATENT ATTORNEY  
Park Bldg., Pittsburg, Pa.

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## HIGH WATER BILLS WILL BE COMBATTED BY CITY ATTORNEYS

**Council Authorizes Employment of Counsel to Aid Consumers.**

## WILL REPAVE PITTSBURG STREET

**Ordinance for Relaying of Wornout Sections is Approved; Legality of Short Term Bonds to be Tested; Paving Program Again Delayed.**

The City Council has taken up the fight of water consumers who believe they are being overcharged. A resolution adopted on Monday authorizes the city attorney to employ an assistant whose duty it will be to handle all complaints as to overcharges which are being made by the water company. Councilman John Dugan favored the resolution. He declared that the public is being imposed upon by the Conneltsville Water Company, and cited instances where alleged victims who refused to submit to what Mr. Dugan termed the "extortion" imposed by the company, were permitted to pay the rates they were charged before increased assessments were imposed. Mr. Dugan also declared that the water company is running faster than they did when first installed.

Under the resolution adopted by council, City Solicitor E. C. Higbee will engage an assistant whose duty it will be to handle all complaints as to overcharges in the matter of water bills. The attorney so designated will take the complaints of all citizens and seek an adjustment with the water company, amicably or otherwise. This is the first time in the history of the city that a council has employed legal assistance for the purpose of prosecuting private claims.

Although the ordinance providing for the repaving of portions of Pittsburgh street, which was passed, after a long and bitter fight, was held up. Some bids which were to have been opened were held over until brick manufacturers could submit estimates for \$60,000 paving block, while others are running for which have not yet passed finally were sidetracked pending an opinion from City Solicitor E. C. Higbee as to the objections raised by Umbel, Robinson, McKean & Martin, counsel for James A. Veatch, who formally notified the city that the legality of the ordinance for the paving of First street, West Side, would be tested.

The attorneys raised several questions concerning the legality of the ordinance. The first was whether or not the ordinance required four votes in council to pass finally. Objection was also raised because a copy of the notice of the proposed ordinance had not been published 30 days prior to its introduction. Assuming that there was a petition, counsel contends that the names of the petitioners should have been published at least five days prior to the introduction of the ordinance. The second question raised was whether or not the ordinance required four votes in council to pass finally. Objection was also raised because a copy of the notice of the proposed ordinance had not been published 30 days prior to its introduction. Assuming that there was a petition, counsel contends that the names of the petitioners should have been published at least five days prior to the introduction of the ordinance.

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## JUDGMENT AGAINST BAKERY SET ASIDE BY THE COURT

**Now It Palsion Wants His Wages He Must Show a Note; Suit: Wife Target for Alton Clock.**

UNIONTOWN, Oct. 12.—Because a jury gave a verdict for Adolfo Palsion jointly against Rosal Vignotti and her husband, Antonio Vignotti, for \$38.67, Palsion will have to begin his action all over again if he desires to recover his wages which he alleges are due him, according to an opinion handed down this morning by Judge J. Q. Van Swearingen. The Vignottis conduct a bakery in Brownsville and the suit was against the husband and wife to recover a balance alleged to be due Palsion for services as a baker in their shop. It was alleged that they agreed to pay him \$50 per month and board. According to the testimony, there was no joint liability by the husband and wife shown at the trial of the case, and according to the opinion of the court where judgment is jointly given erroneously jointly it cannot be set aside against one of the persons. Judge Van Swearingen, in his opinion, ordered that judgment be entered for the defendants notwithstanding the verdict, without prejudice, however, to a new and separate action against Antonio Vignotti.

In the suit of William Dis against James A. Moser, Judge Van Swearingen dismissed a motion to strike off a compulsory non-suit granted at the trial of the case. The action was brought by Dis to recover a balance alleged to be due him for building an addition to Moser's house in Georgetown.

Judge E. H. Reppert today granted a divorce to Mrs. Bertha N. Olmstead, of Uniontown, from Harry R. Olmstead, a railroad worker. They were married March 29, 1902, in the court house here. In her testimony Mrs. Olmstead told of her husband attacking her. At one time he threw an alarm clock at her. He missed her and then he grabbed her by the hair and struck her on the head, she testified. She said that he hid his gun in the baby's cradle. Mrs. Olmstead is the daughter of Mrs. Mary Blaser of Uniontown.

Charles E. Solson of Conneltsville was directed to pay his wife \$20 a month towards the support of their children. Mrs. Solson was granted a divorce from her husband last July. They have eight children, four of them under 16. Mrs. Solson alleged her husband held stock in an industrial concern which was worth \$30,000, but the value he placed on it was \$2,400, in addition to which he said it had paid no dividends for the last three years. Mrs. Solson, the testimony developed, has several pieces of property in Conneltsville from which she derives some income.

C. W. Trimbath of Uniontown was given a hearing in a non-suit case against Mrs. Solson, who alleged that during the last three years he has purchased two hats, one at \$2 and the other at \$2.50; two suits which cost \$8 each; two pairs of shoes and some stockings. Mrs. Trimbath admitted he also bought her a waist, but complained because it was a bright yellow and the sleeves were too thin. Aside from these articles, she got no other clothing from her husband. In that time, she alleged, and to top it all, was compelled to have dried him beans at every meal.

## MISCELLANEOUS SHOWER

**Mr. and Mrs. J. A. Stimmel are Honor Guests at Broad Ford.**

Mr. and Mrs. J. A. Stimmel were tendered a miscellaneous shower Saturday night at the home of the parents, Mr. and Mrs. Walter Stillwagon, at Broad Ford. The evening was delightfully spent at various amusements and at 10:30 o'clock refreshments were served. Mr. and Mrs. Stimmel were the recipients of a number of useful gifts.

The guests were Misses Helen and Mary Myers, Mary E. Blouher, Anna Cupchick, Rosella Stillwagon, Josephine Hennessey, Frances Riser, John McDonald, Nellie Wynne, Lolla Elton, Anna Junk, Mary and Eva Work, Ada Jones, Bessie Stillwagon, Mr. and Mrs. Albert Stimmel, all of Broad Ford; Miss Irene Ellenberger of Dawson; Mrs. Frank Cochran of Conneltsville; Miss Hazel McLaughlin of Uniontown; Leiland Whiskey, Clyde Herbert, Kell Rieher, Henry and Roy Livingston, Isaac Cotton and Frank Stanley of Dawson; William Childs, Charles Taylor, Raymond Ellenberger, Glen Pyle, James Terrence and John Myers, of Broad Ford.

## SURPRISE FOR VETERAN

**Friends of Daniel Little Gather at His Home Near Dawson.**

In commemoration of his birthday, Daniel Little of near Dawson, was tendered a surprise party Sunday by his children and relatives. Mr. Little is a veteran of the Civil War and attained the age of 74. At 4 o'clock an elaborate dinner was served after which the guests were driven to their homes in automobiles.

The following were present: Mr. and Mrs. Jesse Murphy and family of near Dawson; Mr. and Mrs. William H. Little and family, Miss Edna King of Whitesett; Mr. and Mrs. W. C. Lint and family, Mr. and Mrs. Leroy Litten and family of Perryopolis; Miss Pearl Dill and Miss Anna Cupchick of Broad Ford; and Mr. and Mrs. John Sparks of Dawson.

## MAN FALLS DEAD.

**Succumbs While Descending Stairs in the Confluence House.**

While coming down the stairs at the Confluence House, at Confluence, William H. Steer, 55 years old, dropped dead Sunday evening from heart trouble. Mr. Steer went to Confluence about five weeks ago from Pittsburgh, and two weeks ago returned from a visit in Pittsburgh. He then he had been in poor health.

Deceased is survived by two brothers, Robert of Pittsburgh, George of New Jersey, and a sister, Margaret of Pittsburgh. The body was shipped to Pittsburgh for interment by Funeral Director Charles Hummel.

If you have coal land for sale advertise in The Weekly Courier.

## LECTURE COURSE ABANDONED HERE; LACKED SUPPORT

**Failure to Dispose of Sufficient Tickets Results in Cancellation.**

## REDUCED PRICE NO INDUCEMENT

**Only 205 Tickets Disposed of at \$1 Each, for Program Which Would Have Cost High School Promoters \$550; Too Much Was Going On.**

Stared in the face by "returning prosperity," there will be no High School Entertainment Course this winter. By mutual agreement, Principal B. B. Smith and the Redpath Lyceum Bureau called it off Monday. Lack of patronage is the reason, only 205 tickets at \$1 each having been sold for a course that would cost at least \$550 to produce here.

Last year the Redpath people abandoned a loss of \$300 on the course. They refused to countenance the contention of Principal Smith that the "Redpath" had not sold the sale of tickets to such an extent that the high school did not feel like acting as guarantors if it was necessary to make up a deficit. The Redpath people wrote Principal Smith a nice letter, telling him not to be absurd and to go with the course and they would stand the loss if there was any. The course was a good one, but notwithstanding its general excellence, when the time came to pay, the school was left with a deficit of about \$300. The price for the course was reduced to \$1, with an extra charge for reserved seats. Even this failed to attract the sale.

When Misses Thomas and Pritchard, solicitors for the Redpath Bureau, began to canvass the town last Wednesday, their most strenuous efforts failed to increase the sale but a few beyond \$200. One business house that formerly took eight tickets purchased one, and this largely out of curiosity. The Redpath people were disappointed. Manager George S. Boyd of the Redpath office in Pittsburgh decided to call off the course, after a telephone conversation with Principal Smith last night. He estimates that the talent for this year's course would cost at least \$550, the theatre \$240 and other incidentals would increase the cost to about \$550. With returns of only \$200 in ticket the bureau stood to lose much more than last year.

## FORMER SENATOR M'CRAIN DEAD

**Politician Dies, Away at His Home in Washington County.**

Joseph Rankin M'Crain, former state senator and a widely known politician of Chambersburg, Washington county, died there Sunday, after a brief illness, aged 85 years. Deceased was born in Cross Creek township, Washington county, and was a member of the McClain clan, his early education having been obtained in the country schools of that section. He was married in 1839 to Susanna Ralston of Chambersburg and on November 27, last, they celebrated the sixty-ninth anniversary of their wedding. Mr. M'Crain was always prominent politically and took an active part in the affairs of his district. He served two years as jury commissioner and in 1874 he served as a member of the lower house at Harrisburg, being prominent in the sessions of 1877 and 1878. In 1885 he was the successful aspirant for the state senate in a large field and served very creditably one term. Besides being a member of the Protestant Episcopal Church, he was president of the Chambersburg National Bank and held directorships in several other banking institutions.

## WILL REGISTER FARMERS

**Agent Daugherty is After a Directory of Those in the County.**

A registration of all of the farmers of the county is the aim of County Agent P. E. Daugherty, who plans to start to work in the field at a meeting of the farm bureau at the courthouse in Uniontown on Saturday. If he is able to get a complete list of all farmers who desire the aid of the bureau, much good may be wrought in the prevention of crop blights.

Bulletins will be sent out from time to time announcing remedies which may be secured free for prevention of various diseases in crops, stock, etc. All the farmer needs to do is signify his desire for such assistance.

Other plans of the farm agent was to produce an exhibit in connection with the Uniontown poultry show and a corn growing contest for boys.

## POSTING HIS LAND.

**Former Allegheny Commissioner is Now a Successful Farmer.**

W. T. Bowers of Perry township was in Conneltsville yesterday getting out notices warning in terms of the hands of himself and others in Lower Perry township. Forty years ago he was a county commissioner of Allegheny county. He is now a successful farmer and one of the leading citizens of his township, being a valued member of the school board.

## FARMERS ORGANIZE.

The Farmers Protective Association of Lower Perry and Perry townships met last Friday evening and re-organized for 1915. Plans were laid for a new season's work and officers were elected as follows: W. T. Bowers, president; Henry Ledemeyer, secretary; and Henry Merritt, treasurer.

## TEACHER HAS NOT MISSED SINGING SUNDAY SINCE '75

S. K. Oberholser of Mount Pleasant, who has not missed attending Sunday School in 72 years, except because of sickness, and has not been absent from the Union Christian Sunday School since he started teaching in 1875.

When he retired from active primary work last Sunday he was presented with 40 red roses, one for each year of his work, and a teacher's Bible.

## HAS GOOD YEAR

**People's B. & L. Association Earns \$9,662, Report Shows.**

Profits for the year of \$9,662.89 are shown in the annual report of the People's Building & Loan Association submitted at the annual meeting last night. Efficient management, it was stated, had brought about the most successful year in the 25 it has been in existence. Its earning capacity compares favorably with that of any building association in the state, officials declared.

The assets of the association are \$154,945.61, divided as follows: Cash, \$12,885.57; mortgage loans, \$150,000; collateral loans, \$5,000; unpaid premiums, \$22,450; unpaid dues, \$2,325.25; undivided interest, \$595.92; unpaid rents, \$67.20.

Series B was announced as matured, running out in 120 months, or exactly 10 years.

The following officers were elected: Henry Goldsmith, president; Joseph A. Mason, vice president; A. B. Hod, secretary; J. C. Whiteley, treasurer; S. R. Goldsmith, solicitor; Directors, S. R. Goldsmith, P. A. Ash, Jr., C. R. Hod, J. A. Mason, W. P. McGinnis, William Howitt, Peter Duffy, H. R. Kurtz, Henry Goldsmith, A. B. Hod and P. Bufano. The auditors are Paul G. Waggoner and C. O. Jaffe.

## VANDERBILT MAN KILLED

**Dies in Ohio Railroad Accident; Body Will Be Brought Home.**

George Cramer, 28 years old, an employee of the Pennsylvania railroad, died in an accident on the Ohio railroad Sunday morning in Ohio. The telegram received by Cramer's parents, gave no details of the accident. The body will arrive at Conneltsville this evening. Notice of funeral has been given. Mr. Cramer was a son of Mr. and Mrs. Theodore Cramer of Conneltsville and at one time was a butcher for the Union Supply Company at Leominster. After leaving the Union Supply Company he was a partner in the firm of Cramer & Sons, which was a part of the Pennsylvania Railroad Company. His parents, two sisters, Mrs. Ruth Newmyer and Mrs. Martin Nelson, and two brothers, Alex and Henry Cramer, all of Conneltsville, survive.

## NOMINATE OFFICERS

**Local Musical Society Adds 21 Members to Its Organization.**

The Conneltsville Musical Society met Sunday afternoon at the town hall and nominated the following officers for the ensuing year: George T. Campbell, B. C. Thomas and Robert Burckell, president; W. C. Bishop, James W. Huttermore, vice president; C. R. Hester, B. C. Harkness and W. B. Shaw, secretary; W. R. Shaw, Henry Gatone and O. R. Herwick, treasurer; Homer Miller, sergeant-at-arms; Harry Slinger, guard; delegates to trades council, W. C. Bishop and James Cramer.

Twenty-one new members were admitted from C. V. M. C. A. Band at Dickerson Run. The officers will be elected Sunday, November 14.

## SHOWMAN IMPROVES.

**Injured Conductor May Soon Leave Fairmont Hospital.**

B. L. Showman, the Baltimore & Ohio conductor who was seriously injured near Gatawna, W. Va., three weeks ago when struck by a hook from a train, was reported today as improving rapidly at the Fairmont Hospital.

Mr. Showman was able to sit up in his room at the hospital for the first time yesterday. His present state of improvement is expected that he will soon be able to return to his home in Gatawna. His recovery is considered something of a miracle as he was knocked against the rail by the hook of the train, considered unconscious for a long time.

## WILL STAY IN GREENSBURG.

**Suplt. Allen of Public-Schools Gets Offer of \$200 Salary.**

Dr. J. A. Allen, superintendent of the Greensburg public schools, who received a very flattering offer to return to Dubois, Pa., where he formerly labored, has decided to remain in Westmoreland's capital. He was offered a salary of \$3,600 a year, \$500 more than he is now receiving. Dr. Allen went to Greensburg from Dubois in 1911.

The Greensburg News reported that the daily newspaper started in Westmoreland's county seat about a year ago, has been sold to Chester D. Sosenich of Irwin and others. Mr. Sosenich, who is a Republican, requested that elected in the state senate, Darwin Mink who has been the political editor since the first issue of the paper, has retired.

Seeks a Divorce. UNIONTOWN, Oct. 8.—Mrs. Mary Ellen Curtis, of South Conneltsville, today filed a suit for divorce from Robert R. Curtis. They were married December 16, 1897, in Cumberland. Mrs. Curtis alleges her husband has been guilty of cruel and barbarous treatment. She seeks a divorce.

Body Brought to Conneltsville. The body of George Cramer, who was killed in a railroad accident at Akron, Ohio, arrived at Conneltsville today at noon and was removed to the home of his parents, Mr. and Mrs. Theodore Cramer at Conneltsville, from which place the funeral will take place.

## RUNAWAY HORSES, HITCHED TO A CAB, LAND ON TRESTLE

**Become Wedged on Bridge After Crashing Into Another Vehicle.**

## DRIVER JUMPS AND IS UNHURT

**One of the Horses Escapes Without Serious Injury, But Other Has Its Side Pinned by a Plank; Are Forested Into Creek to Exhilarate Them.**

Wedged between the ends of the trestle and the iron pillars of the Pennsylvania trestle at Silgo, two horses from the Bull Trestle stables had to be forced through the narrow aperture into Mount Creek after they had become entangled in the bridge in a runaway Sunday afternoon. One of the animals came through unhurt, except for a few lacerations, but the other was more seriously injured, a piece of wood penetrating his flank.

The accident was one of the most amazing that ever occurred here. The cab was being taken to Scottdale when a part of the harness came loose near the end of North Pittsburgh street. One of the horses became frightened and soon both were beyond control of the driver. Prinkner managed to turn them around the Silgo office, but the cab, which was being driven by another cab which was unable to get out of the way, overturning the latter vehicle. The trestle broke and the two horses dashed down the railroad tracks to the Pennsylvania railroad trestle.

Plunging upon the ground, their legs caught in the trestle and both were ripped. One of the animals falling into the narrow space between the ends of the trestle and the iron pillar at the Silgo end of the bridge. The other horse became entangled in the harness and the team was in such a position that it was impossible to get them to their feet.

The only alternative left was to force the animals down through the opening into the creek. This was done by means of heavy blocks of wood. It was a tight squeeze and much of the hair from their backs was scraped off, but by one however, they were forced downward, landing in the yellow waters of the creek after a drop of about 10 feet.

The cab which figured in the runaway was not damaged beyond the broken spring, but the other carriage had its top crushed in and was otherwise damaged.

## RONCO ON THE MAP

**Remains of First Pantheist and Also of a Woman Hunter.**

EXETER, N. H., Oct. 12.—The collection of bones, located in a cemetery near Masstown, not only has the distinction of having the first woman to appear on the streets of Uniontown wearing pantheism, but now has the added distinction of having one of the first women hunters in Exeter county. The woman who secured the hunter's license is Mrs. Beata Upholder, 26 years old, the wife of J. W. Upholder. Her husband also secured a hunter's license.

Both of them have been busy hunters since they were five years old. Mrs. Beata Upholder, of Ronco, Mrs. Clara Johnson, of Percy, Mrs. Irene E. Hayden, of Smithfield.

## HELP FOR THE POOR

**Request of Late Thomas Lynch Made Public in Uniontown.**

A request for unknown provision in the will of Thomas Lynch, former president of the H. C. Frick Coke Company, appropriate a sum of money for the purchase of books and clothing for the poor of St. John's Roman Catholic parish at Uniontown. Announcement was made for the first time yesterday by Rev. Father J. J. Kenn.

Eighty shares of Pennsylvania railroad stock, par value \$50 a share, was sold with the proceeds, the proceeds of which is to furnish the fund for relief work among the poor of the church.

## CHILD KILLED BY AUTO.

**Is Run Down by Big Touring Car in Uniontown.**

Margaret Casey, five year old daughter of Mr. and Mrs. James Casey of 229 North Gallatin avenue, Uniontown, was run down and crushed to death under a big seven-passenger car near her home on Monday afternoon. Leaving home to go to the grocery store for her mother, her little body, badly crushed, was carried home a few minutes later.

The child, it is said, ran directly in front of the automobile after hesitating to cross the street. The car, which was owned and occupied by Mr. and Mrs. R. P. Lohm of Pittsburgh, was going about 10 miles an hour.

## WOMEN WILL HUNT

**Two More Are Licensed to Shoot Game in Fayette County.**

Two more women have taken out hunter's licenses, making three in all who desire to go with their husbands in securing the woods for game when the seasons open. Mrs. Clara Johnson, 25, of Percy, and Miss Irene J. Hayden, 20, of Smithfield, are the latest to make application to the county treasurer.

Mrs. John Daniels of Ohiopyle was the first woman to be licensed to hunt.

So far this year there have been 875 hunters' licenses issued and purchased with 1016 in this time last year.

Greensburg to Celebrate. Greensburg is making great preparations for a big civil and industrial celebration, October 23-25.

## The Grim Reaper

**MRS. AUGUSTA A. ROWE.**

Mrs. Augusta A. Rowe, 27 years old, wife of Charles E. Rowe of the West Side, died Saturday afternoon at 5 o'clock at the family residence in Eighth street, Greenwood, from an illness due from an injury suffered about two years ago when she fell down a flight of stairs. Her late illness dated back to last March, and she was admitted to the Presbyterian Hospital, Pittsburgh, for an operation. She was a patient at the hospital for 14 weeks, and since her return home ten weeks ago she had been confined to her bed. Funeral services were held from the house Monday afternoon at 1:30 o'clock with Rev. H. H. Burgeson, pastor of the Trinity Lutheran Church, officiating. At 2:30 o'clock services were held from St. John's German Lutheran Church. Rev. George Dietz, the pastor, was in charge. A large number of relatives and friends attended. There were a number of pretty floral tributes. Interment in Hill Grove cemetery.

Mrs. Rowe was born in Germany, August 14, 1888, daughter of August and Carolina Yost. About 26 years ago she came to this country with her parents, who settled at Morgan, residing there since. Deceased was married to Charles E. Rowe, and spent all her married life in Conneltsville. She was a member of St. John's German Lutheran Church, and of the Royal Neighbors American Club. Mrs. Rowe was a circle of friends who keenly felt her death. Her husband, two children, Mildred and Caroline, her parents, and three sisters, Lena Emma, Martha and two brothers, Charles and Louis Yost, all of Morgan, survive. A brother Frank Yost was killed in the mines at Morgan two years ago last August.

MRS. LARRETT R. HARTIGAN. Mrs. Larrett Rush Hartigan, 59 years old, wife of John Hartigan, a retired Baltimore & Ohio passenger conductor, died suddenly Friday at her home in Perryville avenue, Pittsburgh. Mrs. Hartigan was a native of New York city and died soon after her removal to her home. Interment Monday morning at Mount Pleasant.

Deceased was born in Brownsville, a daughter of William and Mary Rush, deceased. She was married to John Hartigan who for many years was a passenger conductor on the Mount Pleasant branch of the Baltimore & Ohio railroad. After leaving the service of the company, Mr. Hartigan was employed as a porter at the Hotel, moving his family here from Mount Pleasant. He later removed to New Kensington, and about four years ago the family moved to Pittsburgh. Mrs. Hartigan was a member of St. Peter's Roman Catholic Church and had many friends in and around Conneltsville.

In addition to her husband she is survived by five sons, John, Frank, Joseph, Paul and Hyacinth Hartigan, and a daughter, Mrs. Mary Louise Hartigan. Her death occurred at 10 o'clock Monday morning at Mount Pleasant. The body will be shipped to Conneltsville and interred in Chestnut Hill cemetery.

MRS. JANE BEATTIE. Mrs. Jane Beattie, a former resident of South Conneltsville, died Sunday morning at her home in Cleveland, O. The body will be shipped to Conneltsville and interred in Chestnut Hill cemetery.

Mrs. Beattie was the widow of Neal Beattie, who was a fireman for the H. C. Frick Coke Company. His death occurred Sunday morning at her home in Cleveland, O. The body will be shipped to Conneltsville and interred in Chestnut Hill cemetery.

MRS. MYRTLE MORGAN. Mrs. Myrtle Morgan, 25 years old, wife of N. Morgan, died this morning at the family residence, the corner of East Main and Gibson avenues, South Conneltsville, following a lingering illness. Services from the house Thursday afternoon at 2 o'clock with Rev. J. H. Lamberson, of Methodist Episcopal Church, officiating. Interment in Mount Olive cemetery.

Deceased is survived by her husband and three children, Lillian, 7 years old; May, 3 years old, and Norma, 2 1/2 years old.

ANDREW GEISLER. Andrew Geisler, a well-known resident of Dunbar township, died Monday at the family residence in Hill Grove cemetery.

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ANDREW GEISLER. Andrew Geisler, a well











## SHARP RIVALRY IS FEATURE OF FRICK FIRST AID MEETS

**Teams of the Various Plants  
Show Great Efficiency  
in Contests.**

### COMPETITION AT FOUR WORKS

Trotter, Continental No. 1, United and Footdale, the scene of the Annual Contest for Cash Prizes: Teams Tie for First Place at Trotter.

H. C. Frick Coke Company first aid teams from nearly all plants in the region competed in first aid contests at Trotter, Continental No. 1, United, and Footdale Thursday. The competitions were unusually keen and the standard of the teams was such that a number of times were recorded, chief of which was in the Trotter contest, where Davidson, Leisenring No. 2 and Youngstown tied for first prize with 97 1/2 each. Southwest was the only team to be awarded a perfect rating.

Large crowds witnessed the tests, there being about 500 persons at Continental, representing 14 plants. At Continental the Continental Cadet band rendered a concert; at Trotter the Leisenring No. 1 band played and at United the United band held forth.

C. L. Albright of Scottdale, manager of the welfare department of the H. C. Frick Company, was in charge of the contests at Trotter; Stephen Arkwright of Mount Pleasant, mine inspector of the northern division conducted the tests at United; Chief Mine Inspector, Adith King of Scottdale, had authority over the Continental meet, and Mine Inspector J. E. Struble was in charge at Footdale.

Although fewer teams appeared at the Trotter meet yesterday than at any other meet in the Frick region, there was much rivalry and the teams ran high and close, the lowest being 82 1/2 and all other points were above 92. Three teams tied for first place, Youngstown, Davidson and Leisenring No. 2 all having 97 1/2 points.

The contest was divided into three events, all the problems being the same at each meet. They were:

First, (two men) demonstrate the manner in which you would attempt to remove a man from contact with a live wire and perform the Shaffer or "Frone" Pressure method of artificial respiration on the subject for three minutes.

Second, (full team), treat a simple fracture of the left lower leg three inches below the knee; a compound fracture of the left thigh four inches above the knee; and a severe scalp wound above the left ear, and a compound fracture of the right upper arm about three inches above the elbow. Place on stretcher to command of Judges and carry.

Third, (full team), miner caught between car and rim, miner caught between car and rim, crushed between chest, three ribs on right side broken, left foot crushed.

The teams received their problem and went to work on their patients. Three doctors watched the eleven teams at work, each taking a section. The accuracy with which the bandages were handled and the method of applying them were closely watched. The difference in the methods of the teams could be noticed when the splints were applied.

On the contests were held in a field near the company store and a roped-off space gave the teams plenty of room in which to work, at the same time affording the spectators a chance to see the work clearly.

Many of the teams had uniforms. Some wore striped overalls and white caps; others had white uniforms and some did not wear any. Music was furnished at intervals by the Leisenring No. 1 band.

When all three problems had been finished the judges figured out the points and announced the results: Davidson, 97 1/2; Continental, 97 1/2; Leisenring No. 3, 95 1/2; Trotter, 95 1/2; Rist, 92; Adelaide, 92; Leisenring No. 1, 92; Buckeye, 89 1/2. The first prize of \$20 will be divided between the three tied teams and the second prize of \$10 will be divided between the two teams tied for second place.

The results of the meets held in other parts of the coke region follow: At Continental—Continental No. 1, 95; Lemon No. 1, 90; Continental No. 3, 96; Kyle, 92; Lemon No. 2, 90; Diphant, 90; Collier, 88; Continental No. 2, 87; York, 85; Ryan, 80; Redstone, 79; Shout, 75.

At United—Southwest No. 1, 100; Standard, 99 1/2; United, 98 1/2; Calumet, 98 1/2; Brinkerton, 97 1/2; Hecla No. 2, 97; Mammoth, 96 1/2; Whitney, 95 1/2; Hecla No. 1, 95 1/2; Hostetter, 95; Bagley, 90; Doran, 94 1/2; Central, 92 1/2; Hecla No. 2, 91 1/2; Marguerite, 90 1/2.

At Footdale—Colonial No. 4, 98; Edenborn, 96 1/2; Buffington, 95 1/2; Colonial No. 1, 94 1/2; Gates, 94; Ronco, 93; Leekrone, 91 1/2; Lambert, 91 1/2; Footdale, 90; Elbert, 88 1/2; Colonial No. 7, 87; Bridgeport, 86 1/2; Douth, 83 1/2.

### WILL USE PAY CAR.

Baltimore and Ohio is Sending It Out on Annual Tour. For the first time in a year and a half the Baltimore & Ohio railroad company will pay off its employees from a pay car this week. This is done but once a year, so that the identification of all employees may be made.

Instead of being paid by checks sent to various terminals, the employees will be paid directly from the car. The car left Cincinnati yesterday and will move directly over the eastern portion of the system.

Have You Coal Land for Sale? If you have coal land for sale advertise it in The Weekly Courier.

### HAS GOOD YEAR

Scottdale Foundrymen's Beneficial Association Elects Officers.

SCOTSDALE, Oct. 8.—The Scottdale Foundrymen's Beneficial Association, in connection with the United States Cast Iron Pipe & Foundry Company's plant at this place, has closed up another year, and elected officers for the coming year. These officers are: President, William Butler; vice president, R. E. Ellis; treasurer, W. J. W. Eicher; secretary, Charles Stahl; and board of directors, J. R. Dickelhoff, Samuel Shannon and John Bodenheimer.

The report of Treasurer W. J. W. Eicher shows that there was a balance from the previous year brought into this year of \$139. There were 215 members entered the association paying \$157.50, and from dues collected during the year there came into the treasury \$3,886.00, making a total on hand and collected of \$3,544.39.

On orders there was paid out on account of the death of five children \$125. There was paid on account of sick and injured, \$894.00. On account of the salary of secretary and treasurer there was paid \$25, and for hall rent \$1.50. For special expense there was expended \$18.00. Then there was paid back to the members by dividend, to 248 members aggregating \$1,197. There are 79 cents a share, \$234.12, making a total disbursement of \$2,538.54. There was a balance of \$6.26 brought over into the ensuing year.

### GETS MORE PLANTS

Midvale Corporation Banks Next to U. S. Steel in Capitalization.

Announcement has been made that the Midvale Steel & Ordnance Company, a \$100,000,000 corporation recently organized by William E. Corey, had in addition to purchasing the Midvale Steel Company, acquired three other concerns and had secured an option on 300,000,000 tons of iron ore.

These concerns are the Worth Bros. Company of Coatesville, Pa., manufacturer of cast and steel pipes; the Coatesville Rolling Mill Company, which is allied with the Worth Bros. and the Remington Arms Company of Delaware, a concern recently organized to manufacture arms and ammunition at Middletown, Pa.

With the exception of the United States Steel Corporation, the new Midvale steel concern in point of capitalization in the country.

### NEW STEEL PLANT

Will Turn Out Production Hereafter Obtained in Europe.

Baltimore business men have subscribed \$250,000 toward the required capital of a new steel plant which will be established in this city. Those who will bring the plant here and who are practical operators in a special kind of steel that it is intended to manufacture, will turn out 100,000 tons of steel a year. It is intended ultimately to make it a \$1,000,000 corporation. It is said that a site for the plant has practically been selected, but the deal for the land has not yet been closed.

The kind of steel to be turned out will be high grade alloyed, which has therefore come chiefly from Europe, although there is a large plant of the kind now in operation in Syracuse, N. Y.

### PIG IRON FOR FRANCE

It is Being Sent From Canadian Furnaces Via New Orleans.

The steamer Thomas J. Drummond is lying at the Illinois Central dock in Chicago harbor discharging a cargo of 2,000 tons of standard Bessemer pig iron from a big furnace in Canada. This iron is being loaded by the Illinois Central railroad and a solid train of about 40 cars will run direct to New Orleans where it will be loaded on ship for a destination in France.

Under present conditions cargo space is difficult to obtain on the Atlantic and a ship has been chartered from New Orleans at a rate much higher than could be obtained from New York. The rate for transportation from Chicago to New Orleans is considerably lower, the railroad offering a figure almost beyond belief for full train loads of material for export.

### GET GREEN HAIR.

Employees in War Work Affected by Acids They Use.

Employees in the plant of the New York Air Brake Co. in Watertown, N. Y., who are engaged in work upon the company's munition contracts with the allies, are becoming afflicted with green hair and mustaches. Acid is dripped to clean them is attributed as the cause of the phenomenon. The change has been slow in affecting several men, but it has proceeded surely, and a half dozen or more now have brilliantly green hair and mustaches.

The green hue appears to be absolutely fast color, as several have attempted by means of shampoos and scrubbing to remove the color, but without avail.

### GRANTED AN EXTENSION.

Railroads Given an Extra Month to Finish Navigation.

WASHINGTON, Oct. 11.—Railroads owning steamers lines on the Great Lakes may relax them until December 17, instead of December 1, as previously ordered by Interstate Commerce Commission. The change was made today to permit the companies to finish the navigation season.

### LETS RAIL CONTRACT

Baltimore & Ohio Buys 62,500 Tons for Main Line Replacements.

The Baltimore & Ohio railroad has let contracts for 62,500 tons of rails for immediate delivery. The rails are to be of the 100 pound type and will be used on main line tracks. The orders were placed with the Midvale, Cambria, Carnegie and Illinois Steel companies.

Subscribe for The Weekly Courier, \$1.00 a year in advance.

## WEST PENN BUILDS TWO NEW CARS AT GREENWOOD SHOPS

**They Will be Put Into Service Within the Next Few Weeks.**

### WORK DONE IN \$300,000 PLANT

West Side Shops Give Steady Employment to 75 Men, Build Cars, Handle Repair Work of the Big System and Are Remarkably Well Equipped.

The new trolley cars of the "T" type will shortly be turned out of the West Penn car shops at the West Side Shops, No. 708 will be on the road this week and No. 707 will follow in a short time. They were designed and built under the direction of Daniel Darle, superintendent of transportation and master mechanic. The new cars are built at the West Penn shops, which are located at the intersection of a local industrial establishment of which the general public knows but little.

The West Penn car shops, established about 20 years ago, but doubled in capacity within the last three years, represent an investment of \$300,000. They employ 75 well-paid men, most of them skilled mechanics, all the year round, with a number of seasonal assistants. They represent efficiency of the highest type. Instead of buying the equipment in other shops, the West Penn designs and builds its own and does all its own repair work—because it finds it saves money to do so. For this reason a \$300,000 establishment is maintained here.

In the course of two years, 183 cars pass through the shops for repairs, in addition to the construction of new cars, some of which are under way at the time. The shops consist of a machine shop, a carpenter shop, an armature winding shop, a blacksmith shop, sand house, barns, laboratory, drafting room and the necessary offices. Each department is complete in itself and equipped with the most modern machinery and safety devices. A sprinkler system, designed to sprinkle water automatically in case of fire alone cost \$10,000 to install.

S. J. Witt is general foreman; Samuel Speight, of Dunbar, is the new foreman of the carpenter shop; C. M. Haddock is foreman of the machine shop; C. H. Hall is foreman of the winding shop; Robert Boyd is foreman of the blacksmith shop and Alex Palmer has charge of the paint shop. All of these department heads are under the supervision of Mr. Darle, E. V. Kahan is chief of equipment.

The various departments have machines and workmen capable of doing any kind of work. The machine shop turns out an average of eight or nine pairs of wheels a day. It is a matter of lifting machines, lathe, planing machines, and track rolls for four cars in course of repair.

The armature winding shop winds all of the armatures of the trolley cars, constructs transformers and does considerable other work of the power department, in addition to the track work. Each armature has 78 coils and each car has four armatures, hence for 183 cars the department has to be capable of big production.

The carpenter shop has all sorts of patterns, wood turning machines and modern devices, all calculated to save time in turning out wood pieces for car repair work. All of the band saws, planers and other dangerous machines are equipped with guards to protect the workmen.

The blacksmith shop is modernly equipped and iron pieces are made up in quick time, with the aid of power hammers and power cutters. Like all of the other departments, the blacksmith shop is equipped with lifts, making it unnecessary for any of the men to do any heavy lifting. The shops of these lifts it is possible to transfer a heavy piece of machinery to any part of the shop without any exertion on the part of the men.

The paint shop is equipped to do all the painting, varnishing, baking and mixing, necessary in finishing off the cars as they are turned out of their other shops.

If the entire activities of the shop were turned toward car manufacturing, two cars could be turned out a month. As it is now, it takes months to build a car. The new cars, 708 and 707, cost about \$8,000 each. They differ from the other 700 cars in that the side entrance is almost double the width of that in the others of this type. This permits quicker loading and unloading. There is also a door in each end for the exclusive use of the motorman, the ceilings are of white baked enamel, a new feature, and each door has an individual motor for opening and shutting it. These are controlled from any portion of the car. The finish is of cherry. New foot-rest heaters, giving more radiation surface, have been installed and the tracks are of a new lightweight type, with open wheels. They will seat 74, four less than the other 700 cars. This is because seats were removed to make room for the wide entrance.

The shops are also at work transforming four old cars purchased from the West Penn Car Co. into types suitable for suburban use on West Penn lines. The platforms are being enlarged, the seats repaired, and other changes made.

The 707 and 708 cars were entirely built at the local shops. Every feature is the design of West Penn mechanical experts.

### DUNBAR MAN NAMED.

Speight Appointed Carpenter Foreman at West Penn Shops.

Samuel Speight of Dunbar, has been appointed foreman of the West Penn carpenter shops to succeed H. B. Devos who resigned to go to Cleveland. He has already assumed his new duties.

Mr. Speight entered the service of the West Penn as a carpenter July 7, 1903, and has been an assistant to Mr. Devos for some time.

### LOW RATE MUST GO

Somerset Court Holds Contract With Lumber Firm is Illegal.

SOMERSET, Oct. 12.—Judge Ruppel today handed down an opinion dismissing a preliminary injunction granted some time ago restraining the Urena & North Park Railway Company from charging more than \$5.00 per car for hauling lumber from the mills of the United Lumber Company, of which Senator W. E. Crow and T. E. Palmer, of Uniontown, are receivers, to Urena, on the main line of the Baltimore & Ohio railroad. The injunction was secured on a bill in equity in which the lumber company's receivers claimed the railroad's new tariff, making the rate on lumber approximately \$12 per car, was in violation of a contract entered into prior to the adoption of the increased rate.

The Urena & North Park connects with the Baltimore & Ohio at Urena and extends through a lumber belt as far as Lakeville. Some time ago, Superintendent L. T. Huff also covered the railroad's contract with the United Lumber Company, was in violation of the interstate commerce law, and tied tariffs with the interstate Commerce Commission. The lumber company's receivers took the position that the railroad was not engaged in interstate trade and secured an injunction enjoining the railroad from enforcing the new tariff.

The court holds that the Urena & North Park is engaged in interstate business, although its physical existence is confined to the single locality, and dissolves the injunction on the ground that the \$5.00-per-car contract is in violation of the interstate commerce law.

### DISPUTE OVER COKE RATES

Pennsylvania Contest Started by Two Buffalo Furnaces.

A truly hot battle has been waged by the Interstate Commerce Commission by the Pennsylvania railroad in the matter of freight rates on coal and coke to Buffalo and Harport, N. Y., against which complaint has been made by the Buffalo Union Furnace Company and the Wilekew Steel Company.

The underlying basis of the complaint is the existence of a rate of \$1.05 per gross ton on coke from Tyler and Sykes, Pa., to the Buffalo district. Tyler and Sykes are in the Reynolds-Walton district, which in 1912 produced 70,000 tons of coke, and apparently dropped out of the market in 1913. The complainants claim that the \$1.05 rate is unduly preferential as compared with a rate of \$1.85 on coke from the Connellsville district to Buffalo, and \$1.10 on coal from the Reynolds-Walton district to Buffalo.

### VENEA IS BIGGEST MINE

Output During 1914 Sets Record for This Country.

The largest coal mine in the country is in Pennsylvania. The coal Trade Journal is authoritative for the statement that the Vena Coal Company's No. 1 mine is the greatest single coal producer in the country, or elsewhere in this country, having turned out more than 1,700,000 tons in 1914. It is controlled by the Jones & Laughlin steel interests and being one of several mines owned by that company can be quoted practically full time and to the best advantage.

The second most important bituminous mine is the Crescent, operated by the Monongahela River Consolidated Coal & Coke Company, with a record of 1,375,000 tons.

### EXPECTS EARLY END.

Judge Gary Believes War Will End Suddenly.

Judge Gary is always an optimist. He is quoted as saying:

"I think the war will end quickly and peacefully, and making no prediction as to when it will end, but I feel confident that it will not be the long drawn out affair that some commentators would have us believe. There is no doubt, I think, that the ending of the war will be the beginning of great prosperity for this country. We are the only nation in a position to supply the needs of the devastated countries. I also believe that we shall have industrial peace in this country for a long time."

### NOT AFTER INCREASE.

Senator Davis Says His Concern Has No Interest in Boost.

Henry Cassaway Davis, former United States Senator and president of the Coal & Coke Railroad, today went to Urena to declare that his company is not interested in the movement to increase freight rates on coal 15 cents.

Operators interpret the letter to mean that the coal & coke railroad is satisfied with the present income from coal haulage. The letter gave no intimation that Mr. Davis' company would join the operators in their fight against the increase.

### GOES TO BITNER.

Lynch Butternore is Transferred from the Coalbrook Plant.

Lynch Butternore, payroll clerk at the Coalbrook plant of the H. C. Frick Coke Company, has been transferred to a similar position at Bitner.

He took charge of the work at Bitner on Tuesday. His successor at Coalbrook has not been named.

New Trainmaster Named. W. V. McIntyre has been appointed trainmaster of the Western Maryland railroad, to succeed J. W. Griffith, who has been transferred. Trainmaster Griffith will have jurisdiction over the Connellsville division and the Georges Creek branch, west of Cumberland.

### Lynch Cup Presented.

The Thomas Lynch cup was presented to the Collier team, winner of the Frick League series, at a banquet held at the Patience Hotel on Saturday night. L. F. Shutterly, president of the league, made the presentation and Billy Long, Collier manager, received it.

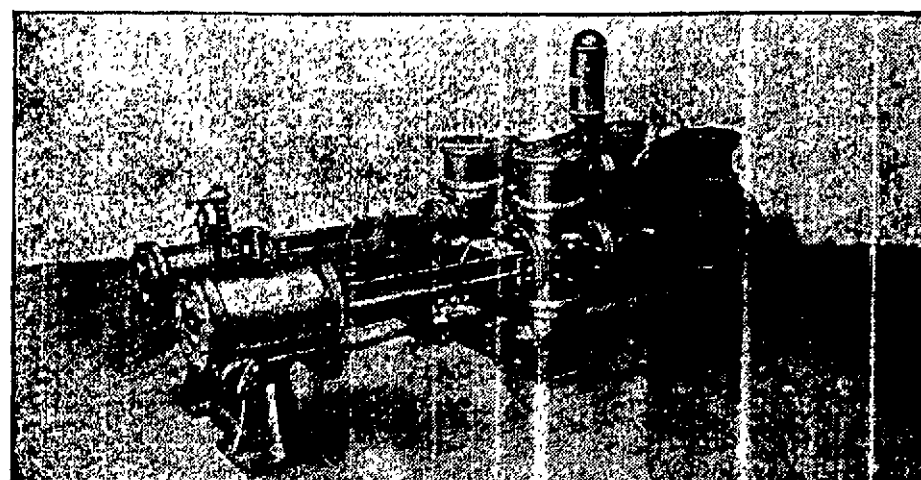
### Start is Delayed.

The Remington Arms Company will not start its new plant at Jeddystone for two weeks.

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Austin Coal & Coke Co., Plants 2 and 3, 424  
Colonial Coke Company, Smuck, 100  
U. S. Coal & Coke Co., Plant 1, 850  
Crescent Coal & Coke Co., Tyler and Sykesville Wks., 800  
H. C. Frick Coke Co., Yorktown, Shout and Bitner, 1,000  
Struthers Coal & Coke Co., Fairbank Works, 180

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